

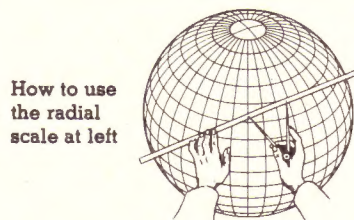
A FORTUNE MAP

ORTHOGRAPHIC SERIES I

drawn by RICHARD EDES HARRISON
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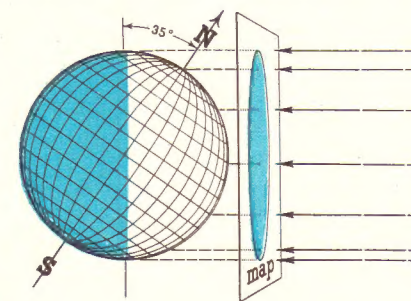
SCALE

The limitation of this projection is that no accurate universal scale can be applied, so important distances have been noted on it. However, the scale on the circumference or any concentric circle is 1:25,000,000 or 395 statute miles per inch. Furthermore, since the projection is azimuthal, all radii from the center of projection are great circles, and distances on them can be measured with the scale shown along the margin.



NOTE ON THE PROJECTION

The orthographic projection was selected for FORTUNE's new series of maps covering our globe because it is the most nearly pictorial of all formal projections. It is the link between those perpetual irreconcilables—the three-dimensional globe and the two-dimensional map. Constructed from plan and side view as an architect does the facade of a round building, it might be called the architectural projection. It differs from a perspective in that its infinite viewpoint makes it possible to show a full hemisphere (see diagram below). It has long been a favorite in the field of design for trademarks, seals, title pages of atlases, etc., but has been neglected as a serious map because of its extreme variations in scale (a disadvantage that it shares with Mercator) and because only half the world can be shown at one time (a disadvantage that it shares with the globe). However, these faults (and the nature of maps requires them all to have faults) can be forgiven because of its graphic delineation of the sphere. R.E.H.



ATLANTIC ARENA

The supply lines of The World War ray out into the back-of-beyond of four continents. They cross the tundra of Siberia, the melancholy birch forests of European Russia, the dunes of Libya, the tropical rain forests of Central Africa, the ancient eroded valleys of the Middle East, the cordilleras of remotest Asia, the bush of Australia. For the fronts of The World War span the globe as those of World War I never did: among the continents only the Americas have yet to experience the grisly thrill of a bombing raid.

Practically speaking, however, the major fronts of The World War are five in number: they might be called the British-western, the Russian, the Middle Eastern, the Indian-Chinese-Burmese, and the Pacific-amphibian. In all this panorama of immensity we are brought back to a fact that is almost paradoxical: the supply line to every major front save the Pacific-amphibian begins in the Atlantic. From the purely terrestrial standpoint, this map of the Atlantic Arena might be called "Half a World, Half a War." But from the standpoint of supply the title should be "Half a World, Four-fifths of a War."

On the Russian front Kalmucks, Tartars, Uzbeks, Georgians, and a dozen other Asiatic or semi-Asiatic nationalities fight as citizens of a U.S.S.R. that is struggling to keep the Germans from the Urals or India. These people are not normally considered part of the Atlantic world, but material destined to bolster them in their fight comes in from ports that are supplied from the Atlantic. Similarly with the Middle East, the Moslems are not Western peoples, but they, too, are protected by control of the Atlantic Ocean.

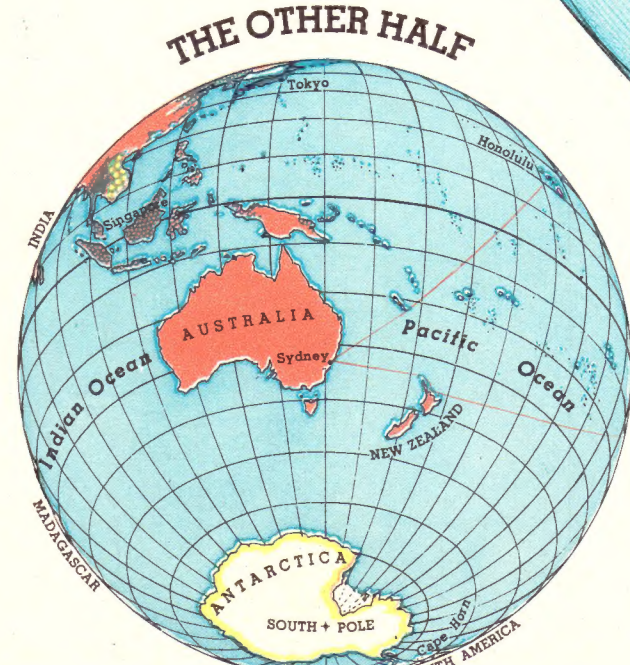
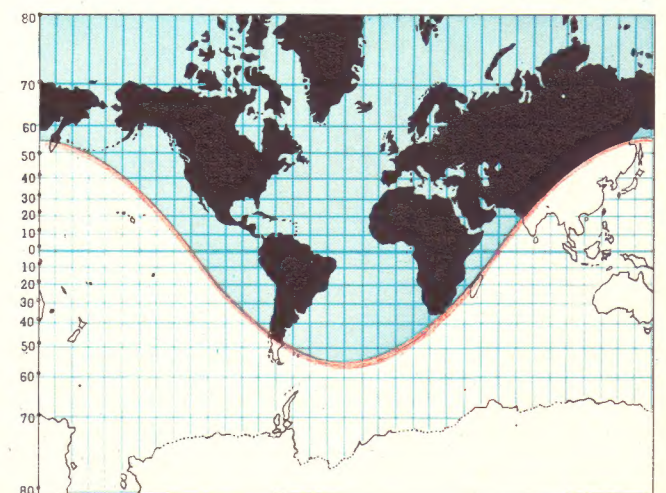
Blocked off from direct access to the West by German-Italian air power in the Mediterranean, the Moslem lands of the Middle East are supplied the hard way, around the Cape of Good Hope. Not so long ago a certain percentage of Lend-Lease material reached the Indian-Chinese-Burmese front by way of the Pacific. But Japanese seizure of the Andaman Islands in the Bay of Bengal has choked this life line. India and China must count on the Atlantic henceforward for all their supplies: Madagascar was recently occupied by the British to protect the Atlantic supply lines leading to the Middle East, southern Russia, and the interior of China. Today all of free Asia is closer to Boston and London than it is to any port in the whole Pacific basin.

The Atlantic Arena has three bottleneck regions, one stretching between Greenland, Iceland, and Scotland; another in the South Atlantic between the hump of Brazil and Africa; and the third in the Caribbean area, where ships from the Panama Canal, the Gulf Coast ports, and the oil fields and refineries of Aruba and Maracaibo must debouch into the open ocean through the Straits of Florida and the narrow reaches between the Antilles. German submarines have been preying all too ferociously on Caribbean and South Atlantic shipping. In the North Atlantic bottleneck region, the submarine-air menace is under control. Here the British and American navies make the northern supply route to England and the Arctic ports of Russia the safest part of the Atlantic Arena. Early in the war, when the U.S. was still struggling to remain neutral, President Roosevelt saw the importance of this route: hence his concern to have American bases built in Newfoundland and Labrador, and hence also his decision to send American troops to Greenland and Iceland. Should Iceland fall to the Nazis, the whole northern supply route would collapse—and with it aid to the inner Eurasian fronts of Russia and China, which are so important to continuation of the war.



THIS MAP AND MERCATOR COMPARED

Above the red line on this familiar Mercator map of the world is the area shown on the large map. The small sphere (lower left), mapping the area below the red line, and the large map together cover the entire world. On the Mercator projection the polar regions are incomplete because the poles are at infinity. The Mercator, despite its indispensability to navigators, fails to convey the fact that the earth is round, at best suggests it is cylindrical, and therefore also fails to show the true geographic relationship of the land masses. Note, for instance, the relation of Siberia to Greenland.



LEGEND

THE LINE-UP ON MAY 10, 1942

- | | |
|----------------------|--------------------|
| ■ Allies | ■ Axis |
| ■ Occupied by Allies | ■ Occupied by Axis |
| ■ Pro-Ally | ■ Pro-Axis |
| ■ Neutrals | |

These classifications are in some cases necessarily arbitrary.

Great Circle Routes
with distances in nautical miles. For statute miles multiply by 1.15

- CITIES
- 1,000,000 inhabitants or over
 - 100,000-1,000,000
 - under 100,000